

# 「一地兩檢」立法 高鐵奔向明天

## 中英社評

廣深港高速鐵路「一地兩檢」條例草案，昨晚在立法會三讀通過，本地立法程式大功告成。

特首林鄭月娥昨晚對草案通過表示歡迎，感謝支持通過條例草案的立法會議員，亦感謝中央政府和社會各界人士對落實「一地兩檢」安排的支持。

特首選表示，特區政府及港鐵公司會繼續全速進行準備，令廣深港高鐵香港段可如期在今年九月通車，接通25000公里的國家高鐵網絡，讓市民可以享受高鐵帶來的便利。

「一地兩檢」完成本地立法，高鐵如期在今年九月通車，是本港前所未有的大事，更是特區成立以來，進一步融入國家發展大局的重要標誌；高鐵通車有助特區跨境基建及人員往來，「一地兩檢」的實施則展示了「一國兩制」和基本法的豐富內涵和強大生命力。

事實是，自高鐵港段和「一地兩檢」提上議事日程以來，特區政府一直全力以赴，中央政府大力支持，全國人大常委會及時批准「一地兩檢」；然而，高鐵港段通車之途並不平坦，其間發生了地質工程延誤及預算大幅超標等問題，而更大的阻力還來自政治方面，反對派議員為阻撓兩地融合和特區發展，拋出了所謂「割地賣港」的說法，指西九站內設立內地口岸區及實施內地法律是侵犯特區司法管轄權，還聾人聽聞地提出「長毛」一進入內地口岸區就會被公安抓去，云云。他們在立法會內實行「



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資料圖片

拉布」，拖延「一地兩檢」條例草案的審議工作，而「一地兩檢」本地立法如未能及時完成，高鐵九月通車的安排就會成為泡影。

因此，「一地兩檢」方案昨日終於在最新一輪三十多小時的激辯後獲得通過，立法會主席梁君彥的果斷「剪布」功不可沒，全體建制派議員謹守崗位，也發揮了積極的支柱作用。反對派議員陳淑莊、陳志全之流挖空心思、機關算盡，又玩程式、又「發爛渣」，還是阻

不了地球轉、阻不了高鐵如期通車，徒然自暴他們逆潮流而動、與全港市民作對的醜態而已。

事實是，高鐵通車、「一地兩檢」，不僅完全合情、合理、合法，更是進一步體現「一國兩制」和特區優勢的契機所在。國家發展勢不可當，粵港澳大灣區建設規劃方案快將出台，「一帶一路」戰略部署亦已有序展開，香港特區如果還不趕快搭上國家大發展這趟「高鐵」，還在那裏死抱回歸前羅湖橋不可

越雷池半步的所謂「邊界線」不放，畫地為牢、自我「邊緣化」，那麼，日後優勢漸失色、地位被取代，就不要再怨天尤人，只能說一句「喊都無謂」矣。

高鐵通車、「一地兩檢」，完全符合「一國兩制」和基本法，更完全符合特區發展需要和全體港人的根本利益。歷史車輪滾滾向前，高鐵列車轟隆奔馳，未來港人在「一國兩制」、建設特區的道路上必須提高認識、端正心態，昂首闊步、邁向明天。

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## The express rail train rolls into tomorrow following the Colocation Arrangement legislation

The Legislative Council (Legco) passed the Guangzhou–Shenzhen–Hong Kong Express Rail Link (Co–location) Bill following the third reading [of the bill] last night. Local legislation [for setting up a joint border checkpoint with the Mainland] has been successfully accomplished.

Chief Executive Carrie Lam Cheng Yuet–ngor welcomed the passage, thanking all lawmakers who supported the passage of the bill and also thanking the Central Government and personages in various sectors for lending their support to the Co–location Arrangement.

The Chief Executive also said the SAR Government and the Mass Transit Railway Corporation (MTR) are **pressing ahead** at full speed with the preparatory work to **commission** the express rail link's Hong Kong section in September to connect Hong Kong into the 25,000–kilometre national high–speed rail network in the Mainland for citizens to enjoy the convenience provided by the express rail link.

Accomplishing the local legislation on the Co–location Arrangement to commission the high–speed rail link's Hong Kong section in September as scheduled is an unprecedented major event in Hong Kong, and an important signal marking Hong Kong's integration into the national development since the establishment of the SAR. Opening the express rail link helps the SAR's cross–boundary infrastructure construction and personnel exchanges, while implementing the Co–location Arrangement demonstrates the rich connotation and strong vitality of "one country two systems" and the Basic Law.

As a matter of fact, ever since the construction of the express rail link's Hong Kong section and the Co–location Arrangement were brought onto the agenda, the SAR Government has **gone to great lengths** and the Central Government lent its full support. The Standing Committee of the National People's Congress (NPC) endorsed the Co–location Arrangement in time. However, the path toward the commissioning of the express rail link's Hong Kong section is not flat and smooth. Problems of delay in geologic engineering and large cost overruns **cropped out** during the construction. But greater resistance comes from the political side. In order to obstruct the integration between Hong Kong and the Mainland, opposition lawmakers have fabricated so–called "cession of our land to betray Hong Kong", asserting that setting up a Mainland checkpoint to enforce Mainland law inside the Kowloon terminal of the express rail link infringed the SAR's judicial jurisdiction, and even sensationally exaggerating that Long Hair would be arrested immediately upon entering the Mainland checkpoint, and so on and so forth. Inside the Legco,

they have made use of filibusters to drag on the deliberation of the Co–location Arrangement bill. For, had the local legislation on the Co–location Arrangement failed to be accomplished in time, commissioning of the express rail link in September would have ended up in failure.

Consequently, for the final passage of the Co–location Arrangement bill last night after a new round of heated debates for over 30 hours, Legco President Andrew Leung Kwan–yuen has made his indelible contribution by decisively ending the filibustering activity. All pro–establishment lawmakers have also played an active and supportive role by standing fast and remaining at their posts. Opposition lawmakers Tanya Chan Suk–chong, Raymond Chan Chi–chuen and their ilk have racked their brains and left no means untried to playing with procedures and **throw a tantrum**. Yet they still failed to stop the Earth from turning, failed to stop the commissioning of the express rail link in September as scheduled, but just showed themselves up as utterly ridiculous by going against the tide and all Hong Kong people.

In fact, commissioning of the express rail link with the Colocation Arrangement is not only fair, reasonable and lawful, but also provides a further opportunity to realise the advantages of "one country two systems" and of the SAR. The nation's development is unstoppable. A development plan for the Guangdong–Hong Kong–Macao Bay Area is about to be unveiled, and the Belt and Road initiative moves ahead in an orderly way. If the Hong Kong SAR does not hurry up to get aboard this "express rail train" of national development, but instead still stubbornly confines itself within the self–imposed bounds by clinging on to the so–called "boundary line" at the Lo Wu Bridge for self–marginalisation, then when its advantages gradually fade away and its status is replaced in future, there would be no way for us to blame fate and others and it would be useless for us to cry with tears.

Commissioning of the express rail link and implementation of the Co–location Arrangement are fully in keeping with "one country two systems" and the Basic Law, even more in keeping with the needs for the SAR's development and the fundamental interests of all Hong Kong people. The wheel of history rolls forward, and the express rail train speeds on. In future, along the path of "one country two systems" and construction of the SAR, Hong Kong people must deepen the understanding, keep a positive state of mind and hold up their heads high to march into tomorrow.

15 June 2018

## 九龍寨城見證香港百年發展歷程

### 緣起香江

二戰結束後，英國政府堅持恢復對香港的管治，國民政府迫於國際形勢而讓步。未幾，國共爆發內戰，許多受戰災影響的難民逃至香港，他們在港九地區的山邊搭建木屋作臨時居所，生活極為艱苦。而九龍城海邊的「九龍寨城」因屬三不管地帶，不受港英政府管轄，許多難民湧進寨城居住，胡亂僱建房屋及電線，最終在1950年釀成火災，兩萬多人無家可歸。

由於一八九八年簽訂的《展拓香港界址專條》，清廷堅持保留對九龍寨城的主權及駐軍權益，港府雖然接受條款，然而在全港範圍的中央地帶設有中國駐軍，始終有如芒在背之感，因此一直找尋機會清拆寨城。

### 戰前強行清拆 觸發外交風波

其實早於一八九八年接收新界之初，港府已派遣英軍驅逐城內的中國官員，使之處於「有名無實」的管治真空狀態。但為免寨城成為抗英分子的活動基地，港府於戰前以衛生理由強行清拆，觸發外交風波，事件不了了之。

到了一九四七年，開始有避戰難民

湧進九龍寨城佔用官地搭建房舍，港督葛亮洪把握時機介入，引起粵港兩地華人的反彈。不久，中華人民共和國成立，中英兩國正值商談建交，為免節外生枝，港府擱置拆卸計劃，平息政治紛爭，轉而集中社會民生建設。

六十年代，社會持續發展，港督柏立基發表〈九龍東北部發展草圖計劃〉，將九龍寨城納入重建範圍，約共二百戶東頭村居民受影響，再引起寨城居民反對，更組織「九龍寨城居民反對拆遷委員會」，加以抵抗。1963年，中國外交部向英國政府重申領土主權，港府只好撤回清拆計劃。國內文化大革命期間，又有另一批大陸居民以寨城非英屬領

地，毋須繳交差餉、地稅，紛紛湧至城內聚居。

經過多次清拆而不果，港府見中方取態強硬，且容易引起外交風波，轉而實施放任及孤立政策，形造中、英、港府「三不管」的特殊地帶，使城內淪為黃、賭、毒林立的罪惡溫床，與周邊繁榮整潔的九龍城商圈呈強烈的對比。

直到1984年，中英兩國簽訂《聯合聲明》後，確定中國政府將恢復對香港全境的主權和治權，兩地政府才商議處置寨城的方案，最終同意分期拆卸，並在原址改建公園，持續近百年的紛爭才獲得妥善解決。

香港經歷四次殖民侵略（廿六）



## 科技生活

### 智能家居設計 納米樓大變身

香港樓價高企，基層市民享有生活空間愈來愈細。四名香港知專設計學院（HKDI）室內設計高級文憑學生，透過各種智能變形屋設計及傢具，為400多呎的三口之家，打造擁有私人空間的生活環境，希望香港市民在狹小空間下，仍能擁有優質的生活環境。

HKDI四名學生王敏毅、彭源、謝旻蕓、范富信有感香港居所狹小，遂萌生在家居引入智能設計的想法。他們的作品「Mirror」設計概念是希望在家居中，只要按一下智能電話，便能立即移動組合櫃和傢具，客餐廳的空間可因應需求變大縮小。

王敏毅解釋，設計利用「層疊」的概念，即利用空間的多種功能設計家居，「客餐廳裝有智能電話遙控和移動的組合櫃，只要在用餐時，餐桌和椅子會自動展開，讓一家人有足夠空間享受天倫之樂；當住客需要娛樂，亦可透過智能電話遙控收起桌椅，再配合安裝於牆身的大型電視機，客飯廳便搖身一變成爲影音廳。」

另一名成員彭源說，客飯廳牆身和天花裝設有大型LED板，可展示不同景觀，例如綠油油的山景、海景或日落日出等景色，期望運用LED板和影音系統，讓住客按喜好，播放音樂和改變天花板的顏色，營造舒適環境和氣氛。

他們的設計作品「Mirror」奪得「HKT Smart Living智能家居設計大獎（學生組別）」金獎，以及學生組「我最喜愛智能家居設計大獎」，王敏毅稱，HKDI的校舍也充滿智能設計，例如部分玻璃幕牆可因應溫度變色，調節室內溫度。

HKT Smart Living Awards是本港首個結合室內設計及智能家居元素的獎項計劃，表揚在住宅設計項目上應用智能科技的優秀室內設計人才。評審準則包括創意、視覺及空間設計、智能科技應用及功能性。今年首設學生組獎項，金獎作品可獲港幣5000元獎學金；學生組「我最喜愛智能家居設計大獎」則可獲港幣3000元獎學金。



▲組合櫃和桌椅可自動收放，按需要改變空間的用途。